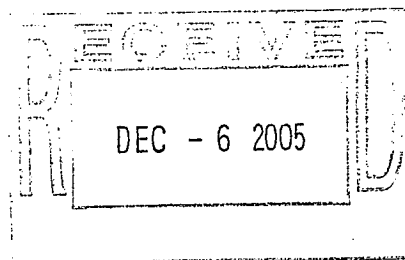


# State of California HEALTH AND HUMAN SERVICES AGENCY



S. KIMBERLY BELSHÉ  
SECRETARY

December 1, 2005



Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento 95814

Agency  
Departments &  
Boards:

Subject: Response to Notice of Preparation of a Program EIR/EIS for a Bay  
Area to Central Valley High Speed Train

Aging

Dear Mr. Leavitt:

Alcohol and  
Drug Programs

Child Support  
Services

Community Services  
and Development

Developmental  
Services

Emergency Medical  
Services Authority

Health Services

Health and  
Human Services  
Data Center

Managed Risk  
Medical Insurance

Mental Health

Rehabilitation

Social Services

Statewide Health  
Planning and  
Development

I have been asked to respond to your November 14, 2005 Notice of Preparation addressed to Health and Human Services Agency Secretary Kimberly Belshé regarding possible environmental impacts for a proposed high-speed train system from the Bay Area to the Central Valley (the system). I have canvassed the departments within the Health and Human Services Agency, and only the Department of Health Services (DHS) has identified potential environmental impacts for the system. In particular, DHS identifies the system's potential impact on drinking water as an issue that would require DHS' review of the EIR and continued monitoring as final route decisions are made.

Thank you for the opportunity to respond to the Notice of Preparation. Please feel free to contact me if you have any other issues related to the system that may relate to the Health and Human Services Agency.

Sincerely,

Frank Furtek  
Agency Chief Counsel

Enclosure

## **Furtek, Frank (CHHS)**

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**From:** Delgadillo, Terri (CHHS)  
**Sent:** Tuesday, November 29, 2005 8:14 AM  
**To:** Furtek, Frank (CHHS)  
**Subject:** FW: Ca Train Notice of Preparation for an EIR/EIS for the High speed train project

Thanks

-----Original Message-----

**From:** Reilly, Kevin (DHS-PS)  
**Sent:** Monday, November 28, 2005 11:33 AM  
**To:** Delgadillo, Terri (CHHS)  
**Cc:** Reiland, Gina (CHHS); Howell, Rufus (DHS-DDWEM); Rodriguez, Richard (DHS-PS); Ayala, Michael (DHS-PS)  
**Subject:** Ca Train Notice of Preparation for an EIR/EIS for the High speed train project

Terri - we have taken a quick look at the Notice of Preparation forwarded to the Secretary by the CA High-Speed Rail Authority (HST). I am trying to determine if we had the opportunity to review the completed EIR/EIS for the HST project noted in the NOP. This is a little curious in that the schedule has a draft EIR/EIS to be published in November 2006 (perhaps the referenced EIR/EIS was for the purposes of federal NEPA). Drinking water issues are likely the only significant issue that CDHS would have authority over requiring our review of the EIR and continued monitoring as final route decisions are made.

**Furtek, Frank (CHHS)**

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**To:** Brown, Catherine@DOR  
**Subject:** California High Speed Rail Authority

Catherine: Agency received a notice of preparation regarding building a high speed train system. The California High Speed Rail Authority asked for input from those departments that may be affected by the project. I have contacted DHS, who will provide a response, but thought maybe DOR may have some thoughts about disability access. It may be a stretch, but if you could look at the notice, and provide comment, I would appreciate it. Please note the very short turnaround time identified; the sooner you provide input, the better. I will send to you a hard copy of the notice through interoffice mail. Thanks, Frank

DHS  
• Donkey water

URGENT

Reiland, Gina (CHHS)

---

Modified:

Mon 11/21/2005 12:24 PM

11/21/05

To: Frank Furtek

From: Terri Delgadillo

Subject: California High-Speed Rail Authority

Frank,

Terri needs your guidance on the following document. She sent this over to DHS Prevention Services, but she isn't sure if others will be impacted. Please note the very short turnaround time.

Thank you.

Francés (Fran) Florez, Chair  
Marc Adelman, Vice-Chair  
Donna Andrews, Vice-Chair  
Roe Diridon  
Robert Giroux  
Joseph E. Petrillo  
Lynn Schenk  
T.J. (Tom) Stapleton

Mehdi Morshed, Executive Director



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GOVERNOR



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KS

## CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCH 2005112051

### NOTICE OF PREPARATION

TO: Kimberley Belshe  
Secretary  
California Health and Human Services  
1600 9th Street, Rm 460  
Sacramento, CA, 95814

FROM: Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

**SUBJECT:** Notice of Preparation of a Program Environmental Impact Report / Environmental Impact Statement (Program EIR/EIS) for a Bay Area to Central Valley High-Speed Train; References: Division 13, Public Resources Code, Section 21080.4 (CEQA) and 40 Code of Federal Regulations 1501.7 and 1508.22 (NEPA).

This is to inform you that the California High-Speed Rail Authority (Authority) as the Lead Agency for the CEQA process for a proposed California High-Speed Train system, has determined that it would be appropriate to prepare a Program EIR/EIS for the Bay Area to Central Valley segment of the High-Speed Train (HST) system at this conceptual stage of planning and decision-making, which would involve defining and evaluating alternative corridors, and station locations.

This NOP initiates the CEQA process. The Federal Railroad Administration (FRA), an operating administration within the United States Department of Transportation, will serve as federal lead agency for the environmental review. The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed train system. The FRA will publish a Notice of Intent (NOI) in the *Federal Register* announcing the agency's intention to initiate the federal environmental review process for this segment of the HST project.

The Authority and the FRA recently completed a Program EIR/EIS as the first-phase of a tiered environmental review process for the Proposed California HST system, and as part of the selected HST Alternative defined a broad corridor between the Bay Area and Central Valley generally bounded by (and including) the Pacheco Pass (SR-152) to the South, the Altamont Pass (I-580) to the North, the BNSF Corridor to the East, and the Caltrain Corridor to the West.<sup>45</sup> The Bay Area to Central Valley HST Program EIR/EIS will further examine this broad corridor as the next phase of the tiered environmental review process. Later stages of HST system development will include tiered site-specific project environmental documents to assess the impacts of the individual HST projects being implemented and site(s) chosen before construction.

The preparation of this Bay Area to Central Valley HST Program EIR/EIS is being coordinated with the concurrent preparation of a Bay Area Regional Rail Plan by a coalition of the San Francisco Bay Area Rapid Transit District (BART), the Metropolitan Transportation Commission (MTC), the Peninsula Joint Powers Board (Caltrain) and the Authority. Bay Area voters in 2004 passed Regional Measure 2, which requires MTC to adopt a Regional Rail Plan. As stipulated in the Streets and Highways Code Section 30914.5 (f), the Regional Rail Plan will define the future passenger rail transportation network for the nine-county San Francisco Bay Area, including an evaluation of the HST options. Information on the Regional Rail Plan is available on the internet at: [www.bayarearailplan.info].

<sup>45</sup> Highway route numbers are provided only as a convenient reference for the reader, not as a limitation on the corridor to be considered.

Public scoping meetings together with regional rail plan workshops have been scheduled as an important component of the scoping process for both the state and federal environmental review. Scoping meetings will be advertised locally and additional public notice will be provided separately with the dates, times, and locations of these scoping meetings. Scoping meetings are scheduled for the following major cities:

- **Oakland** on November 29, 2005 – Joseph P. Bort Metrocenter, Larry Dahms Auditorium, 101 Eighth Street, from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m.
- **San Jose** on November 30, 2005 – New San Jose City Hall – Council Wing, Community Room, W120, 200 East Santa Clara Street, from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m.
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- **Livermore** on December 5, 2005 – Livermore Public Library, Community Room A & B, 1188 South Livermore Avenue, from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m.
- **Modesto** on December 6, 2005 – Double Tree Hotel, 1150 Ninth Street, Modesto, from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m.
- **Suisun City** on December 8, 2005 – Suisun City Hall, Council Chambers, 701 Civic Center Blvd., from 3 p.m. to 5 p.m. and 6 p.m. to 8 p.m.

In response to this NOP, you are requested to advise the Authority of the applicable environmental review requirements of your agency, and the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Program EIR/EIS prepared by our agency when considering your approvals or future permits for the HST project.

The need for a HST system is directly related to the expected growth in population and resulting increases in intercity travel demand in California over the next twenty years and beyond. As a result of this growth in travel demand, there will be more travel delays from the growing congestion on California's highways and at airports. In addition, there will be effects on the economy and quality of life from a transportation system that is less and less reliable as travel demand increases and deteriorating air quality in and around our metropolitan areas. The intercity highway system, commercial airports, and conventional passenger rail serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion in order to meet existing demand and future growth. The proposed HST system would provide a new mode of high-speed intercity travel that would link the major metropolitan areas of the state; interface with international airports, mass transit, and highways; and provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

The Authority and the FRA recently completed a Program EIR/EIS for the proposed California HST System. The proposed HST system would be over 700-miles long, capable of speeds over 200 miles per hour with electrically powered trains on fully grade-separated tracks with state-of-the-art safety, signaling, and train control systems. The proposed system would connect and serve California's major metropolitan areas, extending from Sacramento and the San Francisco Bay Area through the Central Valley to Los Angeles and San Diego. The Program EIR/EIS established the purpose and need of the HST system, analyzed a proposed high-speed train alternative, and compared it with a No Project/No Action Alternative and a Modal Alternative. Through the Program EIR/EIS, the Authority and the FRA selected the HST Alternative and selected certain corridors/general alignments, general station locations, mitigation strategies, design practices and further measures to guide development of the HST system at the site-specific project level to avoid and minimize potential adverse environmental impacts. For the Bay Area to Central Valley segment, the Authority and the FRA selected a broad corridor between the Bay Area and the Central Valley containing a number of feasible route options and proposed further study to make programmatic selections of alignments and stations.<sup>46</sup> This corridor is generally bounded by (and includes) the Pacheco Pass (SR-152) to the south, the Altamont Pass (I-580) to the north, the BNSF Corridor to the east, and the Caltrain Corridor to the west, but the Authority would not pursue alignment options through Henry Coe State Park and station options at Los Banos.

<sup>46</sup> The FRA consulted with the Council on Environmental Quality (CEQ), and CEQ concurred that the proposed approach would be consistent with NEPA and would provide for compliance with Section 404 of the Clean Water Act.

This next Program EIR/EIS would help to identify a preferred alignment connecting the Bay Area to the Central Valley HST system segment. Alternatives to be evaluated and analyzed in the "Bay Area to Central Valley HST Program EIR/EIS" include (1) take no action (No-Project); and (2) alternative HST corridor, alignment, and station options for construction of a steel-wheel-on-steel-rail HST system through the previously defined broad corridor from the Central Valley and terminating at stations in the San Francisco Bay area (see Attachment A – Alternatives Description). Possible environmental impacts include displacement of commercial and residential properties; community and neighborhood impacts and disruption; increased noise along rail corridors; traffic impacts associated with stations; effects to historic properties or archaeological sites; impacts to parks and recreation resources; visual quality effects; exposure to seismic and flood hazards; impacts to water resources; wetlands, and sensitive biological species and habitat; land use compatibility impacts; energy use; and impacts to agricultural lands.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. We invite your suggestions about the range of alternatives and the potential impacts to be addressed in the Bay Area to Central Valley HST Program EIR/EIS. See Attachment B – Program EIR/EIS Schedule for our planned two-year process.

Please send your response and direct any comments or questions regarding this project to Dan Leavitt, Deputy Director of the California High-Speed Rail Authority at the address shown above.

Date: November 14, 2005

Signature: \_\_\_\_\_

Mehdi Morshed, Executive Director

DHS

\* drinky water

\* air

\* Lab (nicknamed)

## ATTACHMENT A – ALTERNATIVES DESCRIPTION

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) will seek to identify the most practical and feasible high speed train (HST) options for analysis with a No-Project Alternative in the Bay Area to Central Valley HST Program EIR/EIS. The Authority and FRA will consider all reasonable alternative HST alignment and station options at a programmatic level of analysis within a broad corridor between the Bay Area and Merced generally bounded by (and including) the Pacheco Pass (SR-152) to the South, the Altamont Pass (I-580) to the North, the BNSF Corridor to the East, and the Caltrain Corridor to the West.<sup>1</sup> The alternatives will include:

### No-PROJECT ALTERNATIVE

The take no action (No-Project) alternative is defined to serve as the baseline for comparison of HST alternatives. The No-Build Alternative represents the state's transportation system (highway, air, and conventional rail) as it exists in 2005 and as it would be after implementation of programs or projects currently programmed for implementation and projects that are expected to be funded by 2020. The No-Project Alternative addresses the same geographic area as the proposed HST (generally from the San Francisco Bay Area to the Central Valley). The No-Build Alternative satisfies the statutory requirements under CEQA and NEPA for an alternative that does not include any new action or project beyond what is already committed, according to the following sources of information:

- State Transportation Improvement Program (STIP)
- Regional Transportation Plans (RTPs) for all modes of travel
- Airport plans
- Intercity passenger rail plans (Amtrak Five- and Twenty-year Plans)

### HIGH-SPEED TRAIN ALTERNATIVES

The Authority and FRA previously selected a steel-wheel-on-steel-rail HST system for advancement, which would be over 700 miles long (1,126-kilometers long), capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) with electrically powered trains on fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems that would serve the major metropolitan centers of California, extending from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles, Orange County, the Inland Empire, and San Diego.

#### High-Speed Train Corridors

The Authority and FRA also selected a broad HST corridor between the Bay Area and Central Valley for the proposed HST System. Within this corridor there are several potential alignment and station location options that will be considered. In heavily constrained urban areas, alignment options that assume sharing corridors and/or tracks with other passenger rail services will be considered. The Authority and FRA will consider all reasonable and practical alignment and station options and will focus the program environmental analysis on the alternatives that best meet the purpose and need of the HST system. The broad high-speed train corridor is illustrated on Figure A. Within the previously selected broad corridor, the Authority would not pursue alignment options through Henry Coe State Park and station options at Los Banos.

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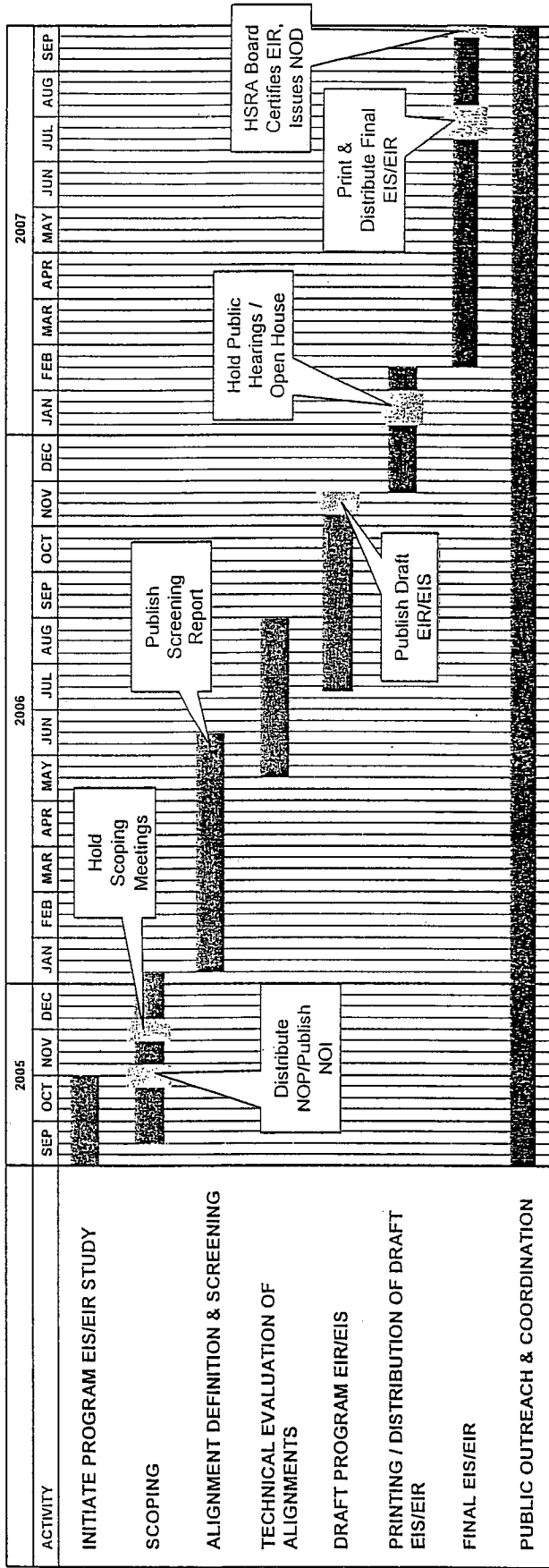
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**FIGURE B**

**BAY AREA TO CENTRAL VALLEY TIER I EIS/PROGRAM EIR**  
Summary Schedule - September, 2005



Francis (Fran) Flores, Chair  
Marc Adelman, Vice-Chair  
Donna Andrews, Vice-Chair  
Roc Diridon  
Robert Giroux  
Joseph E. Petrillo  
Lynn Schenk  
T.J. (Tom) Stapleton

Mehdi Morshed, Executive Director



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KS

## CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCH 2005112051

### NOTICE OF PREPARATION

TO: Kimberley Belshe  
Secretary  
California Health and Human Services  
1600 9th Street, Rm 460  
Sacramento, CA, 95814

FROM: Mehdi Morshed  
Executive Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

**SUBJECT:** Notice of Preparation of a Program Environmental Impact Report / Environmental Impact Statement (Program EIR/EIS) for a Bay Area to Central Valley High-Speed Train; References: Division 13, Public Resources Code, Section 21080.4 (CEQA) and 40 Code of Federal Regulations 1501.7 and 1508.22 (NEPA).

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This NOP initiates the CEQA process. The Federal Railroad Administration (FRA), an operating administration within the United States Department of Transportation, will serve as federal lead agency for the environmental review. The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed train system. The FRA will publish a Notice of Intent (NOI) in the *Federal Register* announcing the agency's intention to initiate the federal environmental review process for this segment of the HST project.

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Date: November 14, 2005

Signature: \_\_\_\_\_



Mehdi Morshed, Executive Director

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**FIGURE B**

**BAY AREA TO CENTRAL VALLEY TIER I EIS/PROGRAM EIR**  
Summary Schedule – September, 2005

